

INCREASE IS SHOWN IN FREIGHT TRAFFIC

Annual Report of Merchants' Exchange Indicates Decided Gain in All Shipments.

BRIDGE AND FERRY BUSINESS.

Total Tons of Coal Brought in Last Year Was 5,706,794 Against 4,955,288 in 1901.

The annual report of the Merchants' Exchange of St. Louis, which was issued yesterday, showing the number of tons of freight carried in and out of the city in 1902, is a striking proof of the rapid and continual development of St. Louis.

Perhaps the most impressive evidence of the ability with which St. Louis business interests and railroads cope with adverse conditions is shown in the coal statistics contained in the report, which gives the total number of tons of coal, both soft and hard, received in St. Louis in 1902 as 5,706,794, against a total of 4,955,288 tons received in 1901.

Of the sixteen coal-carrying rivers in St. Louis the Illinois and Mississippi rivers, 75,340 tons and the Baltimore and Ohio River, 55,300 tons were received.

The total receipts of anthracite, which are included in the foregoing statements, in 1902, are 60,944 tons, against 30,725 in 1901.

TONS CARRIED OVER RIVER. The bridge and ferry statistics for 1902 show that 1,572,384 tons of freight for Eastern points were carried over Eads bridge in 1902, against 1,290,000 tons in 1901.

The total amount of freight in tons received in St. Louis by railroad and river in 1902 was 18,477,728, against 17,895,328 in 1901.

Of this, the Illinois river carried a total tonnage of 2,136,097; the Missouri Pacific a tonnage of 1,867,971; after it comes the Missouri and a total of 1,286,047. The total tons received by river was 416,300 tons.

The tonnage of the shipments from St. Louis in 1902 was 11,599,848, against 10,882,336 in 1901. Of the total tonnage in 1902, 234,233 tons were sent by river.

The Frisco, with a total of 1,095,011 tons was the largest carrier from St. Louis last year. Next to it is the Missouri Pacific with a total of 1,020,124 tons.

1901. 1902.
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COMMISSION ORDERS HEARING.

Recent Rate Advance on Certain Commodities to Be Investigated.

Washington, Jan. 28.—The Interstate Commerce Commission has ordered a hearing to be held at St. Paul, Minn., on February 25, to consider the matter of recent advances on freight rates on grain and other commodities, dressed meats and other commodities.

The commission will hold a hearing in Kansas City on February 7 on the complaint of Gilbert Barr, that the Chicago, Burlington and Quincy Railroad Company has raised its rates on the shipment of live stock for the shorter distance from Kearney, Mo., to Chicago, than for the longer distance from the same point to Chicago.

NORTHERN SECURITIES CASE.

State Repts After Filing a Stipulation.

St. Paul, Jan. 28.—In the hearing before Special Examiner Ingersoll today in the suit of the Northern Securities Company against the state of Minnesota, the state of Minnesota filed a stipulation that the company should be dissolved.

An adjournment was taken until next Monday, when the defendant attorneys will be heard. Attorney General Dwyer has served notice on the defendants that the state of Minnesota will ask the appointment of a special examiner, to take testimony in the antitrust suit brought by that Commonwealth.

PERMANENT ROUTE IS SURVEYED.

Chicago Capitalists Backing a Road in Oklahoma.

Guthrie, Ok., Jan. 28.—The permanent route for the Kansas, Oklahoma, Central and Southwestern (Missouri Pacific), chartered from Perry Junction, Kas., to Guthrie, Ok., has been surveyed from Perry Junction to the Cimarron River, near Guthrie, for which the surveyors started today from Stillwater.

ACUTE AND CHRONIC, MUSCULAR, MERCURIAL, ARTICULAR AND INFLAMMATORY.

Some people have been suffering from Rheumatism so long that they can scarcely remember the time when they were entirely free from an ache or pain, and have long since forgotten the joys of a painless existence. They are at the mercy of every ill wind, and their misery is aggravated by exposure to cold or sudden changes in the temperature. They become walking barometers and most accurate in weather predictions, the increasing pains in muscles and joints foretelling the approaching storm or the coming of bad weather. It is from these constant sufferers that the great army of rheumatic cripples is recruited. Their bodies are worn out by the incessant pains and the joints become so stiffened and bent that they are at last compelled to give up or hobble about on crutches.

Nobody ever outlived Rheumatism; the disease never loosens its grip or leaves of its own accord, but must be driven out by intelligent and persistent treatment through the blood, for Rheumatism of every variety and form is caused by an over acid condition of the blood, and the deposit in muscles, joints and nerves of corrosive poisons and gritty particles, and it is these irritating substances that produce the inflammation, swelling and pains, which last as long as the blood remains in this sour and acid state.

To cure Rheumatism permanently the blood must be purified and invigorated, and no other remedy does this so well or so promptly as S. S. S. It refreshes and restores to the thin acid-sustaining properties. And when strong, the body the acid poisons and irritating

the pain-racked, despondent Rheumatic will receive helpful advice from Physicians of experience and skill at your case.

THE SWIFT SPEEDING CO., ATLANTA, GA.

The Cherryvale, Oklahoma and Texas surveyors today reached Marshall, in this county, in running the line from Independence, Kas., southwest into Texas.

The road strikes Perry, Marshall and Kingsbury and Central Oklahoma. The project of the Chicago capitalists, although the railroad company back of it is not named.

SEEK COAL ON OTHER LINES.

Chicago, Milwaukee and St. Paul Trains Set to Terre Haute.

Terre Haute, Ind., Jan. 28.—Two huge compound engines from the Chicago, Milwaukee and St. Paul, which were steamed into Terre Haute today over the Chicago and Eastern Illinois tracks to secure coal from the Evansville and Terre Haute, to be carried to St. Paul. Each engine brought a caboose and a crew from the northern road.

The coal trains were composed of thirty-five cars each, which is considered a heavy train to be carried over a strange road, the Chicago and Eastern Illinois—for a distance of 182 miles.

For several days the Southern Indiana and Evansville and Terre Haute roads have loaned engines to the Chicago and Eastern Illinois to take Chicago coal as far as Danville, Ill.

VANDALIA FREIGHT MEN MEET.

Discuss Improvements and Methods of Handling This Year's Business.

The superintendents and agents of the important stations of the Vandalia met yesterday afternoon in the office of General Freight Agent W. H. Coleman for the purpose of discussing the traffic affairs of the road and making plans for handling this year's business.

Those present were: W. Downing, superintendent, Terre Haute; F. T. Hatch, superintendent, Evansville; J. C. Crockett, superintendent, Terre Haute; E. R. Coleman, general freight agent, Terre Haute; J. C. Pendleton, division freight agent, Indianapolis; W. H. Phillips, locomotive; P. T. Rader, freight agent, Evansville; J. C. Graham, Indianapolis; F. R. Hale, Terre Haute; E. Fitzpatrick, East St. Louis; S. J. Stevenson, Paris; G. E. Grissom, Decatur; C. P. Richmond, Peoria; W. H. Stahl, Columbia; and C. C. Crady, Troy.

B. & O.'S PROPOSED CUT-OFF.

Stated Will Give Shortest Route Between New York and Chicago.

It is estimated that the cut-offs proposed by the Baltimore and Ohio between Baltimore and Pittsburgh and between Baltimore and New York, will give that system the shortest route between New York and Chicago by sixteen miles.

Figuring on the mileage of some of the shortest roads, such as the Pennsylvania, the Baltimore and Ohio, the Erie, the Erie and Western, the Erie and New York, the Erie and Chicago, and the Erie and St. Louis, the Baltimore and Ohio line from Chicago to Baltimore is 360 miles in length, and from Baltimore to New York is 130 miles, making a total of 490 miles.

The Erie line from Chicago to New York is 490 miles in length, and from New York to Baltimore is 130 miles, making a total of 620 miles.

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day, General Manager Goodenow talked much more fully into the details of the secret meeting yesterday, but made no promises.

Traffic Meetings Are Continued. The meeting of the members of the Southern Railway Traffic Committee was continued yesterday. It was stated that nothing definite had been decided upon and the meeting in question was being considered by committees. The meeting will last for several days.

Conferences Are Resumed. The meeting of the members of the Frisco and the Wage-Increase Committee of trainmen and conductors of that system were resumed yesterday. It is stated that slow progress is being made toward a settlement and the conferences would be continued for some time.

Railroad Notes and Changes. Switchmen of the Erie have received a raise in wages. The Erie Railroad Company has appointed general agent of the Frisco, with office at St. Louis.

Joseph H. Sands, general superintendent of the eastern district of the Southern Railway, has resigned.

D. H. Nicholas, general manager of the Kansas Southwestern Railroad, has been appointed general superintendent of the St. Louis, Memphis and Southeastern, with headquarters at Cape Girardeau.

The Illinois State Railroad Commission will hear the complaint of the Illinois Central Railroad Company against the Illinois Grain Dealers Association today at Springfield.

The Indiana Supreme Court has rendered a decision that a railroad cannot be made to pay for the use of an employee's car if it has been collected on a writ of garnishment.

Wheat showed no strength until near the end of the session, and even then only a portion of the early losses was made up. The general belief that the market was not enough outside buying to bolster the price of wheat at the close of the session, and that the market was being held by the big professional and most of the scalpers, was the prevailing sentiment.

Corn was much stronger than wheat. Though receipts were fairly large, the market was held by the big professional and most of the scalpers, and the market was being held by the big professional and most of the scalpers.

Receipts of wheat at primary points 30,300 bushels, against 28,000 in 1902, and shipments 28,000 bushels, against 28,000 in 1902.

Receipts of corn at primary points 1,000,000 bushels, against 900,000 in 1902, and shipments 900,000 bushels, against 900,000 in 1902.

Receipts of oats at primary points 100,000 bushels, against 100,000 in 1902, and shipments 100,000 bushels, against 100,000 in 1902.

Receipts of barley at primary points 100,000 bushels, against 100,000 in 1902, and shipments 100,000 bushels, against 100,000 in 1902.

Receipts of rye at primary points 100,000 bushels, against 100,000 in 1902, and shipments 100,000 bushels, against 100,000 in 1902.

Receipts of clover at primary points 100,000 bushels, against 100,000 in 1902, and shipments 100,000 bushels, against 100,000 in 1902.

Receipts of timothy at primary points 100,000 bushels, against 100,000 in 1902, and shipments 100,000 bushels, against 100,000 in 1902.

Receipts of alfalfa at primary points 100,000 bushels, against 100,000 in 1902, and shipments 100,000 bushels, against 100,000 in 1902.

Receipts of hay at primary points 100,000 bushels, against 100,000 in 1902, and shipments 100,000 bushels, against 100,000 in 1902.

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Receipts of grain at primary points 100,000 bushels, against 100,000 in 1902, and shipments 100,000 bushels, against 100,000 in 1902.

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Receipts of produce at primary points 100,000 bushels, against 100,000 in 1902, and shipments 100,000 bushels, against 100,000 in 1902.

Receipts of other goods at primary points 100,000 bushels, against 100,000 in 1902, and shipments 100,000 bushels, against 100,000 in 1902.

Receipts of miscellaneous at primary points 100,000 bushels, against 100,000 in 1902, and shipments 100,000 bushels, against 100,000 in 1902.

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MARKET OF ST. LOUIS MARKETS.

Bearish conditions again prevailed in the local wheat market, though there were signs of a better feeling at the close. Lack of professional support, both here and abroad, was the main depressing factor. Liverpool and the Continental markets were again sharply lower.

French buyers were inactive and Armour was apparently satisfied with the profits of his latest sale. Receipts at this market were moderate, but larger than on the corresponding day of last year. The market was quiet for outside orders, and trading was mostly done by those who bought on the recent advances and were anxious to get out with meager profits or small losses.

The movement to Northwestern receiving points was especially brisk and weather conditions in the spring belt were said to be favorable. Faith in a reaction caused some buying in the last hour and a portion of the early losses was wiped out.

Corn was the strong spot. Receipts were moderate and the warm weather was regarded as favorable, though the roads were in poor condition for the movement of the crop. A fair export demand and some outside support kept the market on the advance.

May wheat opened 1-16 off and closed 1/16 off. May corn opened unchanged and closed 1/16 up. May oats closed 1/16 up.

Prices of produce were generally steady, with a continued good demand for top-grade vegetables. Local securities were again well taken on the declines. American Central Trust was the strong spot.

Yesterday's bank clearings were \$7,754,245, balances \$550,650. Discount rates were steady between 5 and 6 per cent. Spot cotton was quiet and unchanged in the local market.

WHEAT AGAIN DECLINES, BUT HAS LATE SUPPORT. CORN IS THE MARKET'S STRONGEST SPOT.

Weather Conditions Are Generally Bearish and Foreign Prices Are Lower.

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